

Tiers and Phases of Bethesda BRAC Transportation Projects

(Drafted Nov. 17, 2009; Updated through September 19, 2011)

”TIERS AND PHASES” SUMMARY

- **Tier One** includes initial phases of SHA Intersections Improvements project, for which funding had been identified as of November 2009, including approximately \$30 million programmed by MDOT and \$9.4 million in FY08-10 federal funds
 - ***UPDATE Sept. 2011:*** These phases are funded and utilities relocation is moving forward.
- **Tier Two** projects would be funded under the Defense Access Road (DAR) program and from potential U.S. Dept. of Transportation TIGER stimulus grants that were announced in 2009.
 - ***UPDATE Sept. 2011:*** \$28 million Defense Access Road (DAR) funds have been approved for MD 355 Metro Crossing project.
 - ***UPDATE Sept. 2011:*** Request for TIGER grants to fund Intersection Improvements were not approved, but these projects may be eligible for new federal funding. In April 2011, Congress appropriated \$300 million in FY2011 funding for transportation projects supporting BRAC-impacted military medical facilities. Grants from this fund will be administered by the DOD Office of Economic Adjustment. MCDOT will submit a funding request to supplement the DAR funding and complete the MD 355 Metro Crossing project. SHA will submit funding requests to supplement existing funds and complete the Intersections Improvements project.
- **Tier Three** projects did not have identified sources of funding as of November 2009.
 - ***UPDATE Sept. 2011:*** These projects may be eligible for new federal funding, described above in Tier Two
- **Tier Four** includes long-range concepts that require study to determine whether they can be considered meaningful projects.

TIERS AND PHASES PROJECT DETAILS

- ***TIER ONE PROJECTS***

- ***Rockville Pike (MD 355) @ Cedar Lane, Phases 1 and 2*** – these take place along MD 355 south of Cedar Lane:
 - Add one southbound lane with a dedicated right turn into Wilson Drive (NIH);
 - Add one northbound lane from North Wood Drive (Walter Reed) with a dedicated right turn onto Cedar Lane;
 - Increase southbound left turn storage at North Wood Drive;
 - Add northbound left turn storage at NIH inspection facility;
 - Replace two culverts beneath 355/Cedar Lane;
 - Re-striping, but not widening, on Cedar Lane to facilitate turns and traffic flow. (***UPDATE Sept. 2011: SHA will forego this phase and proceed with the Phase 3 project described below if SHA receives funding from the FY2011 \$300 million congressional appropriation,***)
- ***Connecticut Ave (MD 185) @ Jones Bridge Road, Phase 1:***
 - Add one southbound lane from I-495 with a dedicated right turn onto Jones Bridge Road.
 - ***UPDATE Sept. 2011: Related Chevy Chase Valley traffic safety mitigation project has been completed. MCDOT traffic study under way to determine whether Platt Ridge Drive extension should be constructed; the Platt Ridge extension would be constructed with existing County funds.***
- ***Rockville Pike (MD 355) @ Jones Bridge Road, Phase 1-A:***
 - Dynamic Lane Control – variable electronic overhead signing to create two southbound left turn lanes onto JBR during the pm peak period.

- ***TIER TWO PROJECTS:***

- ***MD 355/Rockville Pike Crossing Project at Medical Center Metro Station.***
 - ***UPDATE Sept. 2011:*** MCDOT's NEPA environmental study identified design alternatives. The consensus Local Preferred Alternative consists of a shallow pedestrian tunnel and deep east-side elevators, along with pedestrian safety and traffic operations enhancements. FhWA has approved the NEPA study so the project is now eligible to received federal funding. MCDOT will apply for funds under the FY2011 \$300 million congressional

appropriation, which will supplement the \$28 million DAR funds and complete the LPA.

- ***Rockville Pike (MD 355) @ Jones Bridge Road, Phase I-B:***
 - Add one southbound lane adjacent to NIH, in order to create permanent double-left turn onto Jones Bridge Road. **(NOTE: this Phase is not being actively pursued at this time.)**
- ***Connecticut Ave. (MD 185) @ Jones Bridge Road, Phase 2 :***
 - Reduce the median on Connecticut Avenue, north and south of Jones Bridge Road, to create an additional northbound lane.
- ***Old Georgetown Road (MD 187) @ Cedar Lane, Phase 1*** (project's only phase):
 - Extend Trolley Trail along the east side of MD 187 south from just north of Cedar Lane to Center Drive (NIH);
 - Widening along southbound Old Georgetown Road south of Cedar Lane in order to create an exclusive right turn lane on northbound MD 187.
 - Add one exclusive right turn lane on westbound West Cedar Lane.
 - Changing an exclusive through lane into a shared through/left turn lane on westbound West Cedar Lane.
- ***TIER THREE PROJECTS:***
 - ***Rockville Pike (MD 355) @ Cedar Lane, Phases 3-5:***
 - Widen Cedar Lane east and west of Rockville Pike to create dedicated turn lanes;
 - Along eastbound West Cedar Lane, adding two lanes in order to separate all existing shared improvements;
 - Along westbound Cedar Lane, adding an additional lane; keeping the shared through/right turn movement, but separating the shared through/left turn movement.
 - Create an additional northbound lane north of Cedar Lane.
 - Create an additional southbound lane north of Cedar Lane, to be a dual right turn onto Cedar Lane and through lane along MD 355.
 - ***UPDATE Sept. 2011: This phase is not being pursued at this time.***
 - ***Connecticut Ave. (MD 185) @ Jones Bridge Road, Phase 3:***
 - Widen Jones Bridge Road west and east of Connecticut Avenue along the south side of Jones Bridge Road in order to create an additional left turn lane onto northbound Connecticut Avenue and reduce congestion along JBR east of Connecticut Avenue during the PM rush.

- ***Rockville Pike (MD 355) @ Jones Bridge Road:***
 - Add one exclusive left turn lane out of NIH at Center Drive;
 - Change lane usage on westbound Jones Bridge Road from a shared through/left turn to exclusive left turn lane, creating a double left turn improvement.
- ***Additional Bicycle and Transit Improvements (NOTE these elements were added after the Tiers and Phases were initially crafted):***
 - Old Georgetown Road (MD 187): Extend Bethesda Trolley Trail south from Center Drive (see Tier Two) to Lincoln Street;
 - Old Georgetown Road (MD 187): Add passenger drop-off near NIH gates;
 - Rockville Pike (MD 355): Future bus pull-off near South Wood Drive. ***NOTE: this cannot be pursued with DAR or potential OEA funds but the County will follow-up separately.***
- ***Sligo Creek/Anacostia Tributary Trail:***
 - Park improvements; mitigation for BRAC-related storm water management construction on parklands at Rockville Pike @ Cedar Lane.
- ***TIER FOUR CONCEPTS*** – These would require further study to determine whether they should be pursued:
 - ***Concepts include but aren't limited to: direct Beltway access to NNMC, an interchange at 355/Cedar Lane, bus access improvements, enhanced Metro capacity, and a wider area-wide corridor study.***